

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

December 8, 1998
MAG Office Building, Saguaro Conference Room
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

Ron Krosting, Mesa, Chairman	Chris Plumb, Maricopa County
Jess Jarvis, ADOT	*Glenn Cornwell, Paradise Valley
Jim Badowich for William Bates, Avondale	*Dan Nissen, Peoria
*Phil Hughes, Cave Creek	Don Herp, Phoenix
Ty Hofflander, Chandler	*Dick Schaner, Queen Creek
*Warren Sparks, Gila Bend	*Larry Keeler, Salt River Pima-Maricopa
Gary B. Thomas, Gilbert	Indian Community
Pat Thurman for Grant Anderson, Glendale	*Alex McLaren, Scottsdale
*Larry Martinez, Goodyear	Larry Shobe for Harvey Friedson, Tempe
*Susanna Struble, Guadalupe	*Ralph Velez, Tolleson
Chris Turner for George Flanagan, Litchfield Park	Jesse Mendez for Don Needham, Youngtown

*Members neither present nor represented by Proxy

OTHERS PRESENT

David Jeffers, ADOT	Paul Ward, MAG
B.S.B. Murthy, ADOT	Stephen Tate, MAG

1. Call to Order

The meeting was called to order at 1:47 p.m. by Chairman Ron Krosting.

2. Approval of the November 10, 1998 Meeting Minutes

The minutes of the November 10, 1998, meeting were unanimously approved.

3. Report on the Status of Federally Funded Projects Programmed for Fiscal Years 1999 through 2003 and the Federal Fund Balances

Paul Ward referred to Attachment One and reviewed the status of the FY 1999 programmed projects. Mr. Ward indicated that he would also refer to FY 1999 projects and the preliminary closeout of the federal fiscal year as part of agenda item 6.

4. 1999 Tentative MAG Street Committee Meeting Schedule

A tentative meeting schedule for 1999 Street Committee meetings was provided for review as Attachment Two.

5. Possible Changes to the MAG Congestion Management System

Mr. Ward referred to Attachment Three in the agenda packet and provided a brief overview of potential changes to the MAG Congestion Management System (CMS). He noted that the CMS scoring system would be changed to reduce the significance of the future traffic volume data in the calculation of the CMS scores. He indicated that he had tested the change and found that the rankings of only three projects were changed and these changes were relatively minor.

Chris Plumb noted that the CMS scoring system only provided information for comparing TIP projects against each other and did not address whether the projects submitted effectively addressed problems identified by the CMS. He suggested that the MAG CMS be revised to include performance standards for projects and a plan that identifies projects that addresses regional transportation problems.

The Chairman indicated that the current system provided an opportunity for all MAG member agencies to receive MAG federal funding and that, prior to submission to MAG, member agencies independently evaluated their own projects to assure themselves that the projects meet member desired goals and objectives. Ty Hofflander and Don Herp indicated that the implementation of a system such as that suggested by Chris would tend to concentrate authority into the hands of MAG staff, particularly if it involved all transportation funding.

Mr. Plumb indicated that the system would apply only to projects submitted for MAG federal funding and that the amount of this funding was quite limited given on going commitments to the regional freeway program and the transit system. He suggested that the CMS utilized by the Pima Association of Governments contained different evaluation techniques. The Chairman and Mr. Herp suggested that the PAG CMS be reviewed at a future meeting of the Street Committee.

Mr. Ward continued with his explanation of proposed changes to the CMS scoring system. He noted that the MAG Regional Bicycle Task Force had proposed that projects that included wide edge stripes should no longer be given bonus points as the Task Force felt that wide edge stripes had little or no value for bicyclists. Mr. Hofflander noted that bicycle groups in Chandler had indicated that they preferred to use wide edge stripes to create paths for bicycles on busy arterial streets rather than to create signed bicycle paths on arterial streets as the signed paths would tend to attract inexperienced bicyclists to these busy streets.

Mr. Ward also indicated that a new category of bicycle project, multi-use paths, would replace the wide edge stripe category. The multi-use path category applies to projects that create a marked and signed bicycle/pedestrian path that is separated from a roadway. He further indicated that there would be some small changes to the mobility zones and bonus points associated with the mobility zones and that, to implement these changes, a survey would be sent out to MAG member agencies. This form would request that member agencies confirm that transportation plans conform with

adopted land use plans.

Jess Jarvis suggested that the Committee was losing sight of larger issues and that it was getting bogged down in technical minutiae. Mr. Plumb asked why several factors were used to annualize data in the CMS. He noted that separate factors were used for average daily traffic, bicycles and transit. Mr. Ward noted that he would review the factors used to annualize data in the CMS and report back to the Committee.

Chris Turner noted that each modal committee ranked projects for its mode and asked how these ranking were compared across modes. The Chairman responded that the Transportation Review Committee (TRC) examined the modal committee ranking, but relied heavily on the CMS scores as the time frame under which the TRC operates does not allow direct consultation with the various modal committees. He suggested that it would be inappropriate for the individual modal committees to compare projects across modes as their members tend to be advocates for the modes their committees have jurisdiction over. Mr. Jarvis asked if the TRC considered factors and data not included in the CMS. The Chairman confirmed that the TRC used the results of the CMS as one factor in recommending projects.

Mr. Hofflander asked if the changes to the CMS would affect this year's process for updating the Transportation Improvement Program (TIP). Mr. Ward indicated that the changes had already been considered by the TRC and were expected to be adopted by the Regional Council in time for this year's update of the TIP.

Mr. Jarvis suggested that MAG consider holding a workshop on the CMS and that it include funding in the MAG Unified Planning Work Program for this purpose. The Chairman suggested that if a workshop were to be held that it include members from all MAG modal committees.

6. Development of the FY 2000-2004 MAG Transportation Improvement Program

Mr. Ward indicated that next week that the requests would be sent to MAG member agencies seeking requests for federal funding for projects. Mr. Jarvis asked who in ADOT would be sent the letter. Mr. Ward indicated that requests are usually sent to ADOT personnel responsible for the Life Cycle Program and Statewide planning.

Mr. Ward stated that member agencies with only a few projects could submit their TIP requests on paper and other member agencies should use the TIP data entry software developed by MAG. Member agencies could receive this software on floppy disk or directly over the Internet. Mr. Plumb indicated that Maricopa County would use the Internet to obtain the TIP software. Mr. Ward provided background information on how to use the Internet to obtain the TIP software. He also indicated that only RPTA should use the transit element of the software and that this element was still under development.

The Chairman asked how firm the deadlines were for submitting federal projects for inclusion in the TIP. Mr. Ward indicated that the deadlines were very firm and that MAG was attempting to complete the TIP process, including the conformity analysis, by the end of June.

7. GIS Training for Highway Performance Monitoring System Data Entry System

Mr. Ward indicated that ADOT planned to hold training sessions for the HPMS data entry system in early January, but that no specific date had yet been determined. It was anticipated that the training session would be conducted over a two day period with the first day devoted to training in ArcView and the second day devoted to training on the HPMS data entry system. This system is implemented in ArcView.

8. Adjournment

The meeting was adjourned at 2:56 p.m.